Performance Measure Profile

Adjusted Operational Availability

FY 2013 Methodology Report

Federal Aviation Administration

Performance Measure Applicability	
☒ **DOT Strategic Plan** Goal: Economic Competitiveness Outcome: Maximum economic returns on transportation policies and investments. Metric: Maintain operational availability of the National Airspace System (NAS) at 99.7 percent through 2016. ☐ **Agency Priority Goal**	☐ **Destination 2025** Goal: n/a Outcome: n/a Metric: n/a

FY 2013 Performance Target

Sustain adjusted operational availability at 99.70% for the reportable facilities that support the Core Airports.

Lead Organization: Air Traffic Organization (ATO)

	FY 2009	FY 2010	FY 2011[1]	FY 2012	FY 2013
Target	N/A	N/A	99.70	99.70	99.70
Actual	N/A	N/A	99.72	99.75	TBD

Definition of Metric

Metric Unit:	Ratio of total available hours minus outage time to total available hours.
Computation:	Adjusted Operational Availability is calculated by dividing the maximum facility/service hours minus all outage time except for improvements (cause code 62 outages) by the total maximum facility/service hours, and multiplying by 100 to express the ratio as a percentage.
Formula:	$\frac{\text{Total Available Hours} - (\text{Total Outage Time} - \text{Code 62 Outage Time})}{\text{Total Available Hours}} \times 100$
Scope of Metric:	The National Airspace Performance Reporting System (NAPRS) facilities necessary to maintain the provision of service in the NAS overall have been determined and are monitored. For this metric, those NAPRS reportable facilities necessary for the provision of service at the Core Airports have been separately measured. Time out of service is adjusted to exclude hours when equipment is unavailable due to scheduled improvement (cause code 62) down time.
Method of Setting Target:	The target was initially set at 99.5 percent and subsequently increased to 99.7 percent. Historical analysis and trending levels were used to set and increase the target.

[1] This metric was revised in FY 2011 to include a new set of airports, replacing the original 35 Operational Evolution Partnership airports. Annual targets were not changed.

Why the FAA and/or DOT Choose this Metric

The availability of the equipment necessary to provide service directly affects the performance of the NAS. Loss of radar or communications equipment will affect the speed and number of aircraft that can be handled where that loss occurs. The ability of the NAS to continually provide guidance is crucial, and affects both safety and capacity. The adoption of this metric has the additional advantage of linking three capacity measures. NAS On-Time Arrivals are affected by the airport and en-route capacity, which are directly impacted by the availability of the equipment and facilities supporting that capacity.

Public Benefit

The public realizes an indirect benefit from the Adjusted Operational Availability Metric. Airline on-time performance is affected by the airport and en-route capacity, which are directly impacted by the availability of the equipment and facilities supporting that capacity. The safety of air travelers is dependent on navigational and communications equipment, and redundant back-up systems.

Partners

The Technical Operations Service Unit within the FAA's Air Traffic Organization works with equipment vendors, En Route and Terminal Service Units to provide service to customers.

External Factors Affecting Performance

Several external factors may affect Adjusted Operational Availability. Funding levels may limit availability of maintenance personnel. Higher incidences of equipment failure, usually due to weather or natural disaster, may negatively affect the year-end average.

Source of the Data

The National Airspace System Performance Analysis System (NASPAS). NASPAS was developed to analyze outages of the Air Traffic Control Facilities in the NAS maintained by the FAA. NASPAS receives monthly updates of outage data from the National Outage Database (NODB). The Remote Monitoring and Logging System (RMLS) contains individual equipment outage data as recorded by the system specialist.

Statistical Issues

None.

Completeness

The FAA's Quality Assurance and Performance Team, under ATO-W, conducts a monthly review of all Log Interrupt Reports (LIRs) that are entered into the RMLS to ensure the data, which resides in the NODB, are as complete and accurate as possible.

Reliability

The National Airspace System Performance Analysis System is the official source of equipment and service performance data for the Federal Aviation Administration.